

East Devon Local Plan Issues and Options Consultation

Savills on behalf of F W S Carter & Sons Limited

Poltimore Motorway Service Area (MSA)

Objectives, Scope and Background

Question 1 - Local Plan Objectives

- 1.1 We broadly agree with the objectives set out in the Consultation Document.
- 1.2 We would suggest that tourism, and related to this, the importance of promoting Devon as a destination, should be specifically reflected within the objectives. This could be either as a new standalone objective, or with a specific reference added to Objective 4 - 'Supporting jobs and the economy'.
- 1.3 We discuss this in more detail below.

Question 2 – The Scope of the Local Plan

- 1.4 Option 1 (a single plan) represents the most appropriate option for East Devon – ensuring that alongside the strategic context, the new Local Plan contains deliverable policies/allocations which will ensure that developments are able to come forward in a timely manner, assisting with the economic recovery.

Economy and Infrastructure

Question 12 - Preference for Location for Future Job Provision

- 2.1 We have no detailed comments in regard to this question – albeit, note that the provision of future jobs should ensure that it looks beyond standard employment land; reflecting our comments below on tourism and wider employment opportunities.
- 2.2 There will clearly be instances where employment-led development is proposed in a location beyond those options identified in the Consultation Document; and there must be an ability for these to come forward based upon a robust locational requirement case.

Question 13 – Future Types of Jobs in East Devon and Question 14 – Additional Economic Policy Objectives

- 2.3 We support the ambitions to deliver job growth through the identified transformational sectors, however, it is also important that the new Local Plan supports key existing employment sectors and recognises the need to support job growth in the short to medium term (in advance of the longer term delivery of the transformational sectors).
- 2.4 This is particularly important given the immediate need for the new Local Plan to support the economic recovery from Covid-19. We therefore strongly encourage the authority to adopt an explicitly pro-growth/recovery approach to the policies of the plan and, in so doing, to create an attractive environment for new business in East Devon.
- 2.5 The importance of the local and regional tourism economy is only anticipated to grow over the coming years as the repercussions of the covid-19 pandemic influences holiday choices, but also more generally, as climate change becomes more prominent. There will likely be a move by many households to limit the number and frequency of trips abroad; in particular where this involves air travel.
- 2.6 Devon County Council (DCC) anticipate that Devon’s tourism economy will grow by 23% over the

period 2020-2030; and will be the fourth largest sector for growth. It is identified as supporting 12% of Devon's current workforce and contributing £2.5bn to the local economy (DCC State of the Economy, 2020).

- 2.7 In supporting the tourism economy, both locally and regionally, and ensuring that East Devon is able to capitalise on this market, it is integral to the economic growth strategy that developments which actively support and enhance the tourism economy are facilitated through the new Local Plan. We discuss the opportunity to deliver a new Motorway Service Area (MSA) in this regard below.

Question 24 – Additional Sustainable Transport Policy Objectives

- 2.8 We support the recognition at paragraph 11.7 of the Consultation Document that a specific issue to be considered through the Local Plan is the provision of large-scale transport facilities, such as roadside services.
- 2.9 The regional strategic highway network evidence base underpinning the now defunct Greater Exeter Strategic Plan (GESP) had specifically identified the need to deliver a new 'online' MSA to respond directly to existing capacity issues at the existing 'offline' services at Junctions 28 and 30 of the M5. The strategic road network goes beyond the plan area boundary; and in accordance with the Duty to Cooperate and paragraph 104 (NPPF); it will be necessary to engage with Exeter, Mid-Devon and Devon County Council in regard to this need.
- 2.10 In regard to Junction 30 (which has the most significant implications for East Devon), the existing Exeter Motorway Services are 'offline'; thus vehicles are required to exit the M5 and navigate the local highway network in order to reach the facilities at the MSA. Those exiting off the southbound slip having to travel 700m on the local highway, negotiating eight traffic signals on the two roundabouts. This creates significant capacity issues on this junction.
- 2.11 This issue is recognised by Highways England in their Birmingham to Exeter Route Strategy (March 2017) which confirmed major issues around these two junctions – with Junction 28 providing a main link to Dorset and the emerging Cullompton Garden Village; and Junction 30

impacted by new developments in and around Exeter. The Route Strategy concluded that congestion on the local network would be exacerbated (p22).

- 2.12 The need for a new MSA is clear and the provision of an additional MSA will as a minimum increase the capacity of these two important junctions to support the local road network. The increase in capacity also frees up space to deliver sustainable travel improvements to these junctions, such as improved walking and cycle links, and bus priority measures; as well as decreasing air quality impacts, a recognised concern in regard to Junction 30. The safety of these junctions will also improve as the number of non-local trips being drawn on a complex roundabout decrease.
- 2.13 The delivery of a new MSA also ensures that the future growth of the regional tourism economy; and the associated projections for increased vehicular movements, will not further exacerbate these junctions. It supports the longer-term transformational employment objectives of East Devon and Exeter, by providing a modern, fit for purpose facility for longer distance business travellers to stop as they travel to and from the strategic employment areas.
- 2.14 In the longer term, the new MSA will provide the opportunity to continue the discussions around the two existing MSAs and their future development potential. This process can only commence with the allocation of a new site for an MSA; with this needing to be delivered and functional before any redevelopment proposals for the other services are brought forward.
- 2.15 However, the need for a new MSA is not related to existing junction capacity alone. A new MSA provides a unique opportunity to deliver a new exemplar stop on the M5; capitalising on the projected increases in the local and regional (both Devon and Cornwall) tourism economy, whilst also ensuring that travellers have a positive experience of stopping within Devon. Section 3 of this Representation sets out the full range of benefits associated with the proposed MSA, and these clearly and demonstrably outweigh any harm.

Devon Services

- 3.1 The proposed new services is located 13km south of J28 and 6km north of J30: and falls broadly in-between the villages of Broadclyst and Poltimore. The total site area covers approximately 42ha. A site location plan is enclosed at Appendix 1.
- 3.2 The site was previously identified as a location for the new Exeter services in the 1970s when the extension to the M5 was delivered. It was discounted at that time due to potential conflict with a suggested potential future northern Exeter bypass. This conflict no longer exists, and thus the site remains a suitable location for a new MSA. It was the only option identified through the site searching within the GESP.
- 3.3 The intention is to deliver a modern MSA, focusing on high quality design and offering facilities to suit the evolving demand of modern motorists, including locally sourced produce, natural green space for recreation and environmental benefit and a suitable number of electric charging facilities to suit future targets and climate change ambitions.
- 3.4 A Vision Statement (attached at Appendix 2) has been prepared which illustrates the emerging concept for the MSA.
- 3.5 The MSA would deliver:
- Exceptional design throughout the scheme – both in regard to the design of the buildings and the landscaping;
 - A new gateway stop to Devon. With 66,812 vehicles passing this point of the M5 (2018 data) there is an excellent opportunity to promote East Devon. The exemplar design taking local character cues and providing an attractive stop for passing motorists will by its nature promote Devon; however, the MSA can also go further, with the provision of tourism information services and the stocking of local Devon food and drinks brands within its retail area;

- Job creation – the number of jobs created will vary depending upon the final mix of uses proposed within the site. As a barometer, the recently completed Leeds Skelton Services will create around 300 permanent jobs, and Gloucester Services employs 410 people. These new jobs would be accessible via new walking and cycle links to surrounding villages and will be on the proposed Clyst Valley Trail (discussed further below). The existing bus stops in Poltimore and Broadclyst provide public transport access for future employees (with the numbers 1, 1A and 1C providing high frequency bus links to central Exeter in less than 20 minutes). The scheme will also create construction jobs: again, this will vary depending on the nature of the project, but we note that Leeds Skelton, a £60m project, created 450 job years of construction;
- The site is within the proposed Clyst Valley Regional Park; and there are opportunities for the scheme to facilitate the delivery of the projects identified in the emerging East Devon Masterplan, and to provide wider benefits to the Park. These include:
 - Providing a pedestrian and cycle link between Poltimore and Broadclyst and creating a new stop for users of the Trail to use the amenities in the MSA. These amenities will act as an attraction for those walking and cycling on the trail and enhance the user experience;
 - The MSA would be within a larger area of new open space – with 21ha of land outside of the area identified for development within the Illustrative Masterplan. This provides the opportunity to deliver new landscaping and open space providing an appropriate setting to the MSA, the villages of Poltimore and Broadclyst, and enhancing the Clyst Valley Trail through this section;
 - As part of this area of open space, substantial land is available to deliver ecological enhancements. The scheme would meet and exceed the minimum net biodiversity gain requirements within forthcoming legislation, and there is an opportunity to deliver some of the specific ecological enhancement projects identified within the draft Clyst Valley Park Masterplan such as the River

Restoration project;

- The emerging GESP had identified the potential to co-locate some form of visitor/tourism centre associated with the Clyst Valley Regional Park with the MSA. Whilst it is important not to undermine the function of the services, we would welcome discussions on whether this could be accommodated and, if so, what form it could take. We note that the Leeds Skelton Services includes venue space for the RSPB (with this also able to function as community and business hire space);
- The setting of Poltimore House would be appropriately protected through design. The scheme identifies opportunities to enhance this heritage asset, and to support its longer-term restoration objectives through increasing visitor numbers. The delivery of part of the Clyst Valley Trail will support this, and in addition, land outside of the MSA area has been identified by the landowner to potentially provide the opportunity to deliver a car park specifically for Poltimore House, subject to further discussions;
- In addition to direct employment, the MSA would deliver benefits to the local economy, through creation of indirect jobs, employee spend, promoting local tourism attractions, business rates and promotion of Devon food and drinks brands;
- By its nature, an MSA is catering for vehicular movements; however, there are clear opportunities to positively address climate change; through design, renewable energy generation and reducing the carbon footprint of the MSA itself, in addition to promoting sustainable travel choices – notably, the delivery of electric vehicular charging points, and future proofing for additional provision; and
- As set out in Section 2 of this Representation, the new MSA would as a minimum increase the capacity of junctions 28 and 30 of the M5; and provide the opportunity for longer term discussions to take place around their redevelopment.

3.6 We consider that these combined demonstrate the significant benefits associated with the

delivery of a new MSA in this location; such that, the new Local Plan should positively address this strategic highway requirement and allocate the site.

Relationship with Existing MSAs

- 3.7 The benefits associated with a new MSA on the existing junctions have been explained above and we seek to demonstrate that the new MSA is acceptable in-principle should the existing MSAs remain operational.
- 3.8 The policy context for new MSA proposals comprises statutory planning policy, the National Planning Policy Framework and Department for Transport (DfT) guidance. The DfT guidance, contained within DfT Circular 02/2013, sets out at Annex B the DfT's position on new MSA facilities. This is primarily concerned with the maximum distances between facilities in order to ensure that road users have an opportunity to take a break on long journeys. Thus a new MSA in this location would not conflict with this guidance.
- 3.9 There is no minimum distance between MSAs; with the DoT guidance only concerned with ensuring that any new MSAs (where the distance between MSA decreases) would not impact on the safety and operation of the road network. As set out below, Highways England have agreed the principle of a new MSA in this location.
- 3.10 There is no 'needs test' for new MSA facilities in either the DfT guidance or the NPPF; other than establishing the broad principle that development proposals should be refused where they cause an unacceptable impact on highway safety or that there would be a severe residual cumulative impact on the road network.
- 3.11 It therefore falls to the planning balance. We set out above the benefits of the scheme; and consider that there is a clear justification for the delivery of a new MSA in this location.

Environmental Background

- 3.12 To support the next stage of the new Local Plan, we provide further technical details below:

<p>Accessibility</p>	<p>The site is within walking and cycle distance of a number of neighbouring villages, and a large part of northern Exeter is within an acceptable cycle distance. The site sits on the Clyst Valley Trail, and as such, will be accessible via a dedicated walking and cycle route.</p> <p>There are a number of existing bus stops in Poltimore and Broadclyst which would provide public transport access for future employees (with the 1, 1A and 1C providing a high frequency bus link to central Exeter in less than 20 minutes). The MSA would deliver improvements to these stops to ensure that they provide attractive links for future workers.</p> <p>A Travel Plan for future employees would promote sustainable travel choices; for example provision of cycle to work scheme.</p>
<p>Highways</p>	<p>The site sits between Junctions 28 and 29 of the M5; and meets the minimum separation distances set out by Highway England to ensure that the MSA would not impact on the junction’s safety and operation.</p> <p>The MSA would be an ‘on-line’ service – i.e. it would not rely on an existing junction for access. Access to the MSA would be achieved via new merge and diverges from the motorway. The design of the accesses has been considered with Highways England; and we understand it complies in principle with the required design standards.</p> <p>Department for Transport Guidance (Circular 02/2013) sets out the minimum requirements for an MSA; covering elements such as opening hours, scale of parking provision, amenities required (ie HGV driver facilities), fuel stations, and abnormal loads. The Illustrative Layout complies with all of these requirements.</p> <p>The Circular references other ‘optional’ elements; however, with the passage of time, we consider that these are also requirements as opposed to options, and the MSA would deliver these as well; this includes electric charging, tourism information, and sustainability measures such as onsite power</p>

	generation.
Landscape	<p>The site is not located within any national landscape designations – with the East Devon AONB more than 8km to the south east.</p> <p>Due to the rolling and well vegetated surrounding landscape context, much of the site is visually well contained, with the zone of primary visibility being limited to the site itself, its immediate context, the eastern portions of Broadclyst and elevated positions within 1km of the site. These receptors view the site within its setting of well-established urbanising influences; notably the M5.</p> <p>In combination with other considerations, there are clear opportunities to reduce the landscape impacts of the development – with the siting of built form in the less sensitive parts of the site, reducing the impact of development through design, introducing planted bunds to provide screening, and the planting of new, and enhancement of existing, trees and hedgerows.</p>
Ecology	<p>No part of the site is covered by any statutory designation. Two internationally designated sites are located within 10km, namely Exe Estuary SPA Ramsar, and East Devon Pebblebed Heaths SAC SPA. The proposed MSA will not result in an increase in recreational pressure or an increase in traffic, and therefore no pathways are present for any adverse impacts to occur on these designations. There are no nationally designated sites within 2km.</p> <p>There are a number of local designations in proximity to the site. Broadclyst Moor – Dymond’s Bridge Marsh is an Unconfirmed Wildlife Site for possible floodplain grazing marsh; however an Extended Phase 1 Habitat survey has confirmed that this land is ploughed arable land, with the exception of one small pasture field in the north-east of the site, which falls outside the development and can therefore be retained.</p> <p>A further three non-statutory designated sites are located within 1km. Notably, Poltimore County Wildlife Site (CWS) comprising 60.5 hectares (ha) of</p>

	<p>parkland habitat is adjacent to the western and south-western boundaries of the site and is connected to the site via a stream which runs along the southern boundary. Development of the site will need to ensure no adverse effects occur to the stream, which forms part of the CWS. This is discussed further below.</p> <p>In addition to the above, Home Farm Orchard CWS is located 840m south-west and Broadclyst Moor UWS comprising an area of broadleaved woodland and unimproved grassland lies 950m north. No adverse impacts are anticipated on these non-statutory sites, owing to their spatial separation from the site.</p> <p>A Preliminary Ecological Appraisal has been undertaken, which confirms that the site is relatively unconstrained ecologically, comprising predominantly arable habitat of negligible ecological value. Some habitats on site are considered of Local level value (list) but subject to appropriate masterplan design, adverse effects upon these habitats can be readily avoided, mitigated or compensated for and no net loss to biodiversity achieved. A number of Protected Species surveys have/are being undertaken; and these have identified no ecological constraints to development of the site.</p> <p>The proposed MSA sits within a small part of the wider site. In line with the intentions to support the delivery of the Clyst Valley Regional Park, and in anticipation of net biodiversity net gain, a significant area of green infrastructure has been identified, which would deliver ecological enhancements.</p>
<p>Heritage</p>	<p>There are no designated or known undesignated heritage assets within the site. The site forms part of the wider setting of two designated heritage assets; the Grade II* listed building Poltimore House and the Broadclyst Conservation Area.</p> <p>For Poltimore House, the western part of the site forms part of its wider setting, and the eastern part of the site forms part of the setting of the Broadclyst Conservation Area.</p>

	<p>Given the nature of the development, impacts on heritage assets can be substantially reduced through the avoidance of development in the most sensitive parts of the site, screening through bunding and vegetation barriers and the construction of low-lying, sensitively designed buildings, possibly employing feature such as green-roofs. Combined these measures will minimise the visual impact of development and change to the character of the existing landscape.</p> <p>There is also an opportunity for enhancement – with the delivery of part of the Clyst Valley Trail encouraging visitors to Poltimore House, and the opportunity to deliver a specific car park for the heritage asset; thus supporting its longer term restoration objectives.</p>
<p>Arboricultural</p>	<p>An arboricultural survey has been undertaken for the site which identified nine Category A trees of high quality and value and a further 19 have been identified as Category B, of moderate quality and value. All of the surveyed trees are located around the perimeter of the site and they do not adversely constrain the potential to accommodate development in the site. Two veteran trees have been identified, both of which would be retained.</p>
<p>Drainage and Flood Risk</p>	<p>There are areas of Flood Zone 2 and 3, and a similar area of surface water flooding, along the southern boundary of the site associated with the River Clyst. No development is proposed within these areas, and they fall within the area identified as potential new green infrastructure.</p> <p>An appropriate drainage strategy providing sustainable drainage solutions delivering wider ecological and landscape benefits can be delivered on the site. Surface water runoff associated with the MSA can be appropriately collected, and through natural infiltration systems, potential pollutants can be removed.</p> <p>The draft Clyst Valley Park Masterplan identifies a longer-term river restoration project on the area of flood zone in the wider site, and the opportunity to deliver this, alongside measures to control and improve the water quality of the River</p>

	Clyst would be explored.
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3.13 We would welcome the opportunity to discuss the potential of the site further with the Authority.

Appendix 1 – Location Plan

Land at Poltimore/Broadclyst



North



Appendix 1
Site Location Plan

Appendix 2 – Vision Statement

DEVON SERVICES

A NEW MOTORWAY
SERVICES AREA FOR
DEVON



Contents

The Vision	3
Key Benefits	4
Location	5
Design Principles	6
The Environment	7
Highways Consultation	8
Ecology, Landscape & Heritage	10
Clyst Valley Regional Park	13
Illustrative Layout	14

The Vision



Greendale Group is a diverse family company with historic routes in East Devon. Alongside an adjoining landowner, they have identified an opportunity to promote a new high quality Motorway Service Area (MSA) on the M5 to the North of Exeter.

Their vision would be for this to become an MSA which meets the needs of modern motorists, whilst providing benefits to the local community and the environment through innovative building design, renewable energy provision and highly ambitious biodiversity offsetting and net gain opportunities.

Leading the Way in the South West

There are a growing number of service stations across the country that have set about to offer something more unique, meeting an evolving customer demand.

Whether through exemplar design, enhanced sustainability standards, the inclusion of open space, the provision of significant electric charging facilities or the promotion local food brands, there is an opportunity for Exeter and East Devon to lead the way in supporting a new exceptional Devon Services.

This could be a new era for motorists visiting, working and living in the South West and Devon.

Key Benefits

The proposed MSA will deliver a number of benefits to Exeter, East Devon and the South West, including:

An exemplar service station providing a landmark new 'stop' on the M5 and a first of its kind in the region

The creation of significant local employment opportunities and indirect jobs within the wider local economy

Improved traffic flows and reduced congestion at the existing M5 Junction 30 (Sowton)

Significant biodiversity enhancements aligned to the Clyst Valley Regional Park proposals, including potential recreational spaces and an amenity stop for users of the proposed trails

The potential to promote wider tourism across the region, through a well- designed tourist information area

The opportunity to promote Devon food and produce through the proposed retail premises



Location

Located just to the north of Exeter, the new MSA would provide for the needs of motorists travelling on the M5.

The vision is for this to become a dual-sided provision, with access being provided directly from both sides of the Motorway.

The proposed site is well located being between the existing M5 MSAs at Junction 30 and Junction 28.

It would be possible for the proposed MSA to compliment the existing facilities or to enable either of these existing services to be redeveloped in this improved location.



Design Principles



An initial illustrative design has been produced by Glenn Howells Architects, who also designed the award-winning Gloucester Services.

Fundamentally, it is proposed the MSA will sit naturally within the existing rural setting, however the design itself will of course evolve as the scheme develops and through engagement with local and regional stakeholders.

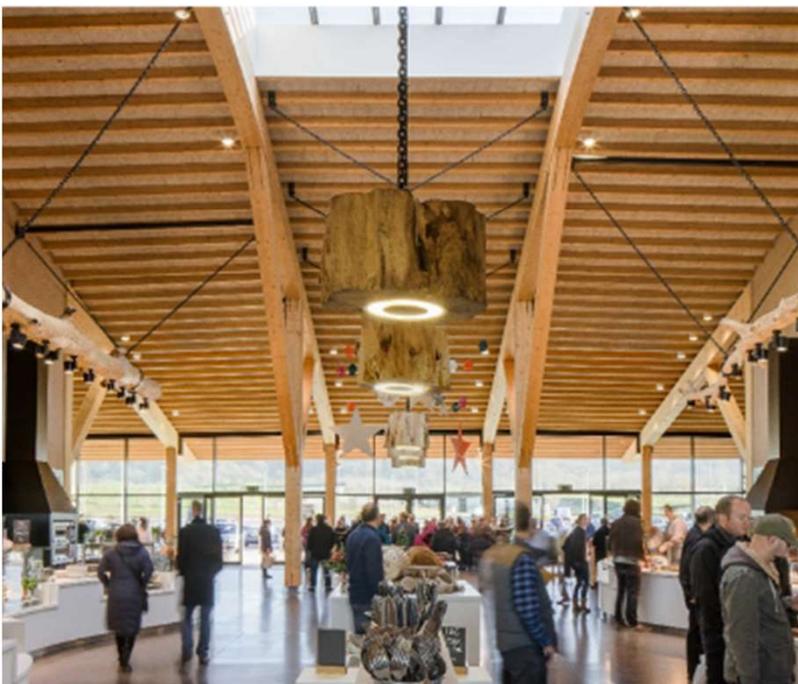
Importantly, the vision is for the scheme to be bespoke and unique, to showcase the region and all its qualities.

Beyond the visual aesthetics of the proposed buildings themselves, it is intended that sustainable design principles will be at the core of each aspect of the development, including the use of sustainable building materials and the proposal to incorporate significant sources of renewable energy (on adjacent land) to power the service station and a quantity of electric charging facilities that would meet all future climate change targets and Highways England (HE) targets.

The intention would be for car parking areas and all outside space to be natural and sensitive in appearance, with surrounding and integrated areas of tree planting and “wild” space for biodiversity and recreation.

The Environment

As overleaf, the clear vision for the MSA is for it to include a distinctive, high quality environment combining the functional needs of a modern facility with exceptional landscaping, biodiversity enhancements and sustainable links to the surrounding communities, via pedestrian and cycle routes.



Highways Consultation



As highlighted previously, the selected site is strategically positioned between junctions 29 and 30 on the M5 Motorway.

Direct access to the M5 would be achieved via new merges and diverges from mainline traffic, in both directions.

Through preliminary consultation with Highways England (HE) (alongside Stantec), it has been confirmed that:

'there is no policy reason for them to object to the provision of Motorway Service Area (MSA) in the proposed location as long as it is demonstrated that there would be no detrimental impact on highway safety in relation to the existing Strategic Road Network (SRN)'

This ongoing positive consultation with HE has fed into the ongoing master planning for the site and will be further integrated into future design work.

Highways Consultation



Car and HGV facilities will be designed in accordance with Highway England (HE) guidance and traffic flow data. The anticipated parking requirements have been used to develop the illustrate layout included within this Vision Statement. It has also been informed by HE advice around signage, internal highway arrangements, required retail facilities and electric vehicle charging points.

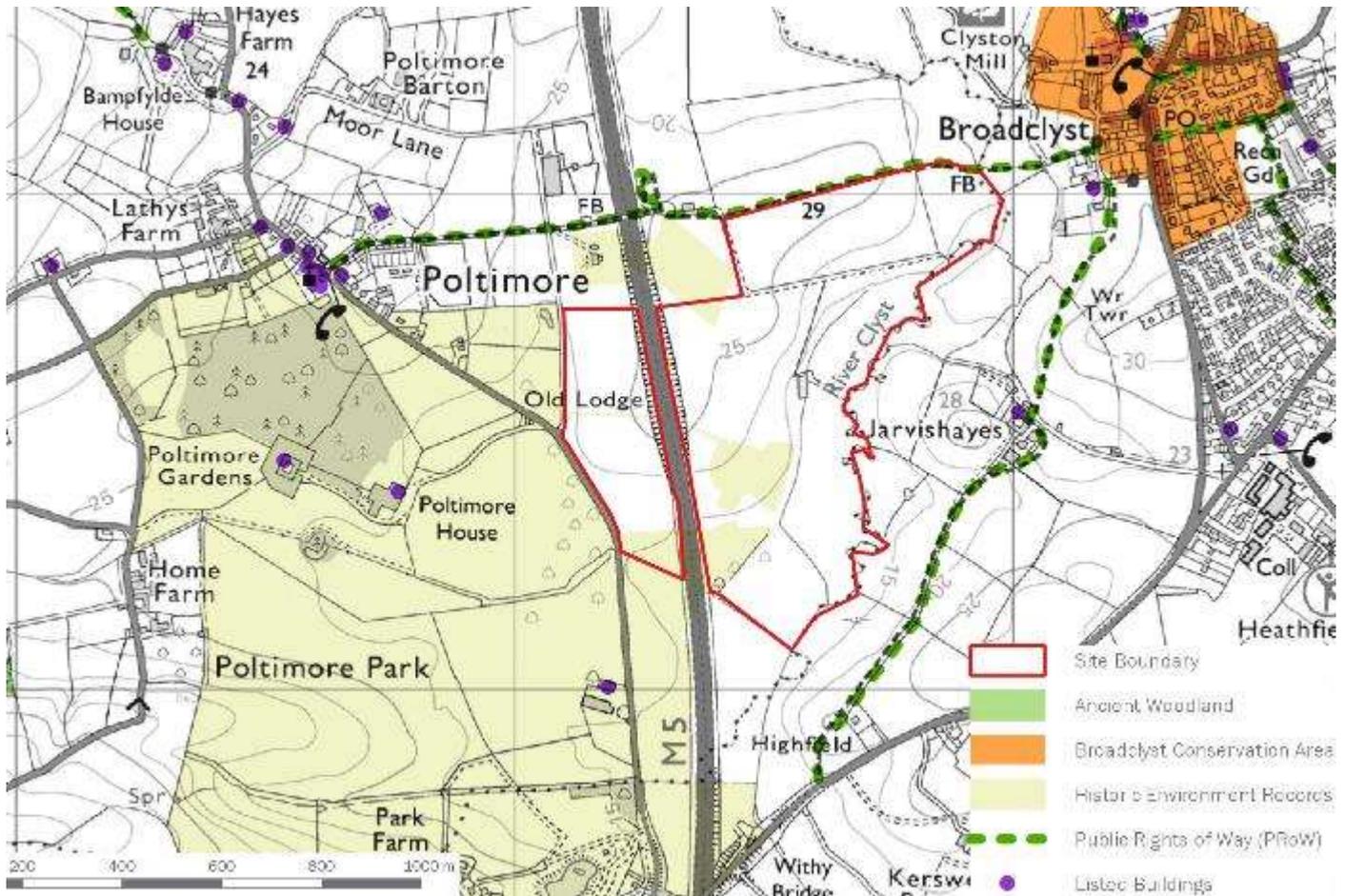
One of the main priorities of the proposed Devon Services will be to exceed future HE targets for electric vehicle charging facilities and plans are already in progress to deliver this, primarily through renewable energy sources. This will set this site apart

from the majority of other service stations across the country and could be a first of its kind in the region.

In terms of wider connectivity, the site is in close proximity to existing public rights of way, offering sustainable travel opportunities for employees of the proposed MSA from the surrounding area.

Enhanced pedestrian and cycle links are also proposed as part of the wider Clyst Valley Regional Trail proposals, as set out on pages 12 – 13, which will improve sustainable connectivity to nearby villages for employees, as well as residents and other trail users, who may wish to access the facilities.

Ecology, Heritage & Landscape



The site is not located within any national landscape designation and the East Devon AONB is more than 8km to the southeast.

It comprises large agricultural fields bounded by vegetation, and a series of waterbodies, including the River Clyst.

A Phase 1 Habitat Survey by GE Consulting has confirmed that the site is primarily of low ecological value, with some areas of more local importance on its edges.

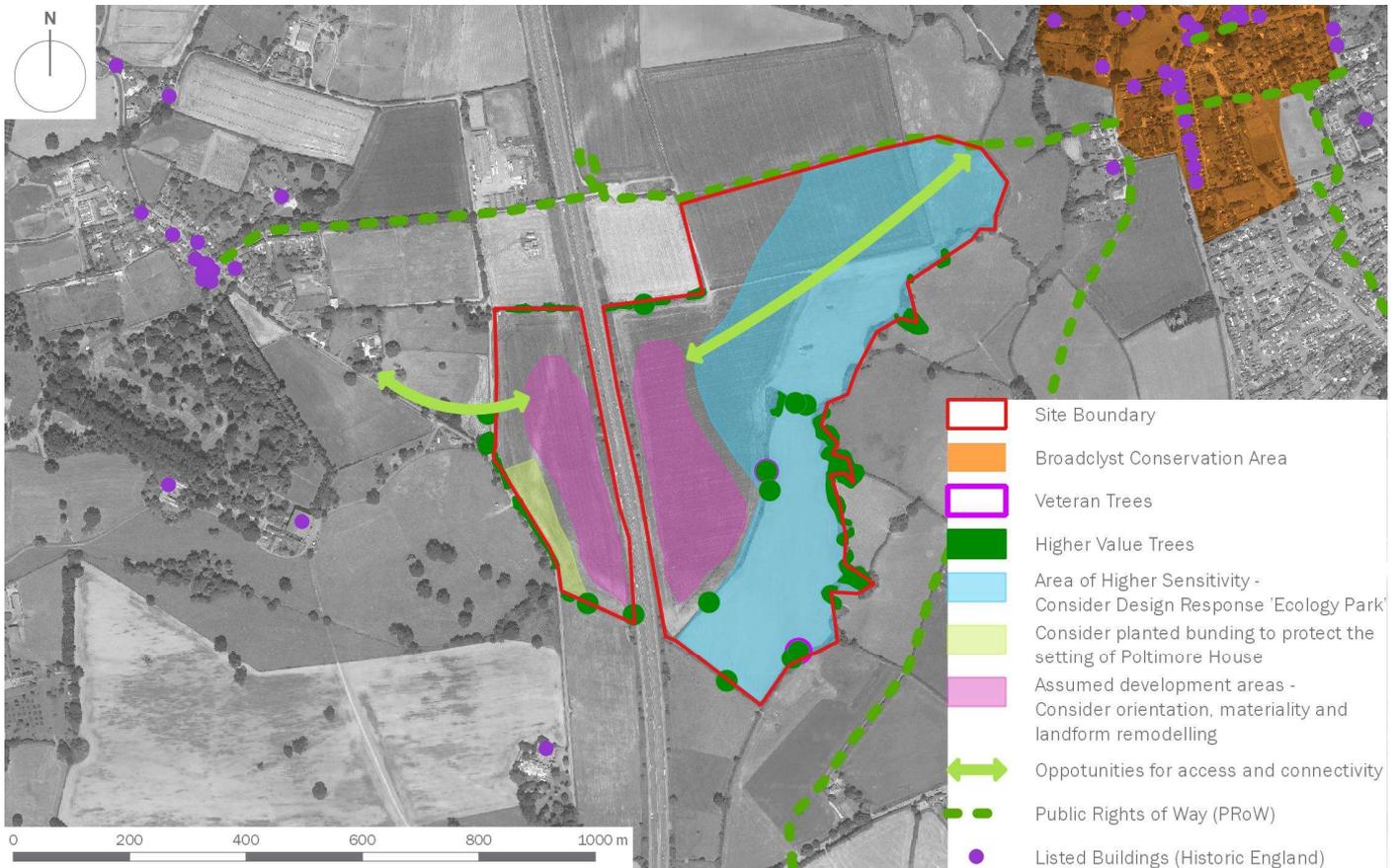
Broadclyst Conservation Area sits circa 625m to the east of the

proposed car park, and there are a number of listed buildings in the wider area, including Poltimore House (Grade II*) to the west.

The site also lies within the Clyst Valley Regional Park.

Due to topography and the existing landscape features, the site is relatively well contained, with much of the site barely perceptible from the wider setting. The sensitive design and landscaping proposed as part of the development will minimise the impact of the proposals on the surrounding area.

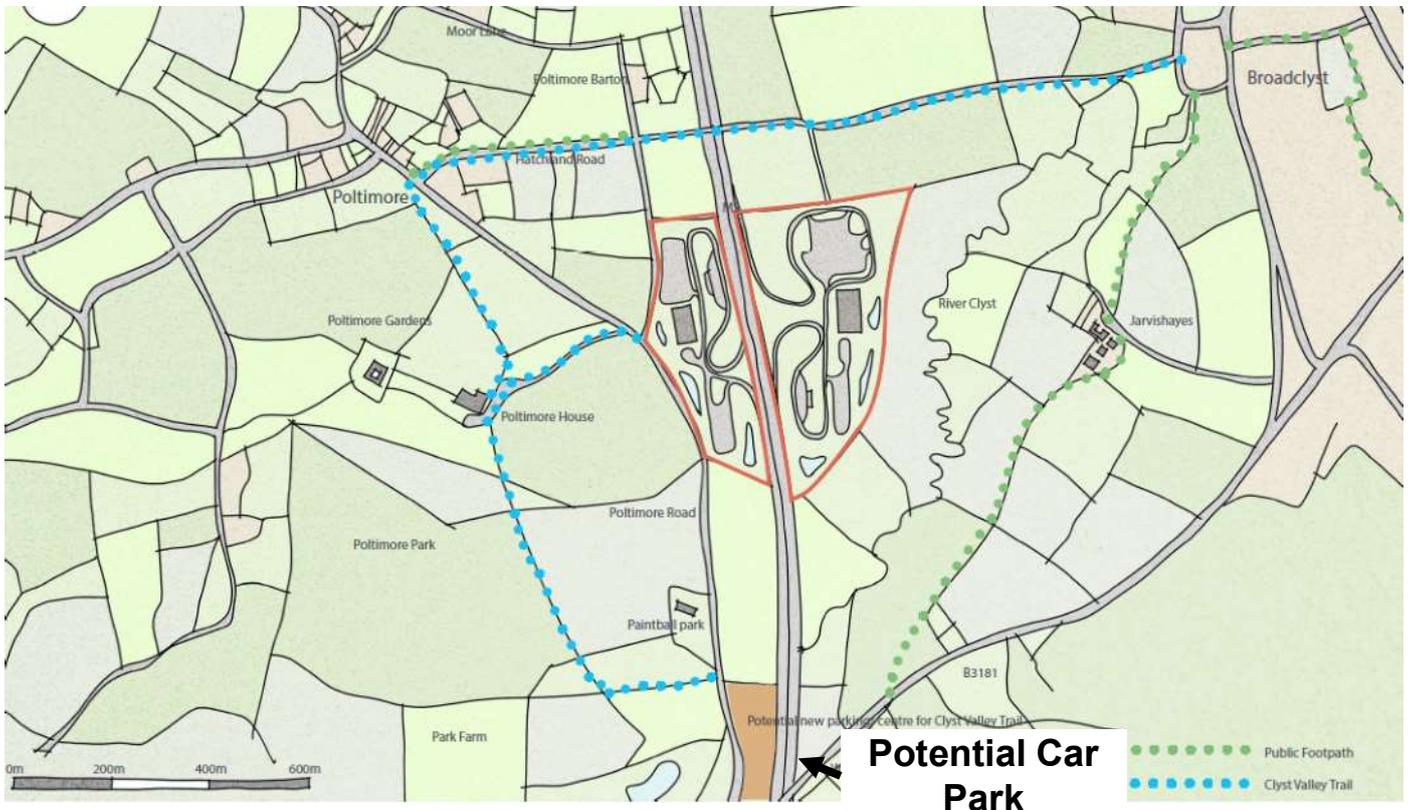
Ecology, Landscape & Heritage



The site's context has significantly informed the emerging proposals for the service station, with key design considerations arising from the environmental assessments shown on the plan above and summarised below:

- Locate the main built form within the less sensitive parts of the site;
- Reduce the impact of the built form through the orientation, design, and the earthworks strategy;
- Incorporate a planted bund in the south-west area provides screening to Poltimore House;
- Integrate opportunities to deliver pedestrian and cycle connections to the surrounding villages;
- Deliver ecological enhancements (Biodiversity Net Gain) within the wider landscape; and
- Retain and integrate existing high value trees, and planting of new landscape features.

Clyst Valley Regional Park



The site falls within the Clyst Valley Regional Park proposals – a major planned recreational resource stretching from Clyst St. Mary in the south to Killerton House and Gardens in the north.

Both landowners are discussing these proposals separately with East Devon District Council (EDDC) and the above plan highlights the potential routes that have been discussed, albeit that this is not strictly related to the MSA proposals from a planning perspective, and this is therefore merely shown for illustrative purposes.

An opportunity has also been identified through these separate planning discussions to consider a car park facility for users of the proposed recreational routes and

visitors to Poltimore House.

The precise alignment of the Clyst Valley Trail remains under discussion, as well as the suitability of car parking facilities in this location, but the landowners remain committed to facilitating the route's delivery.

There may be opportunities to deliver wider benefits associated with the proposed Park through the proposed MSA itself and again, both landowners remain open to discussing this further as promotion discussions and designs evolve through the planning process.

Again, this could be a unique opportunity for Exeter and East to deliver on these wider ambitions for the surrounding towns and villages.

Clyst Valley Regional Park



Once the proposed trail routes are agreed, this scheme could deliver an improved links between Poltimore and Broadclyst, which should be of significant benefit to the local communities.

If appropriate and favourable to HE and EDDC, the proposed MSA could provide a stopping point along this route, providing facilities for people using the Trail and amenities for a rest stop.

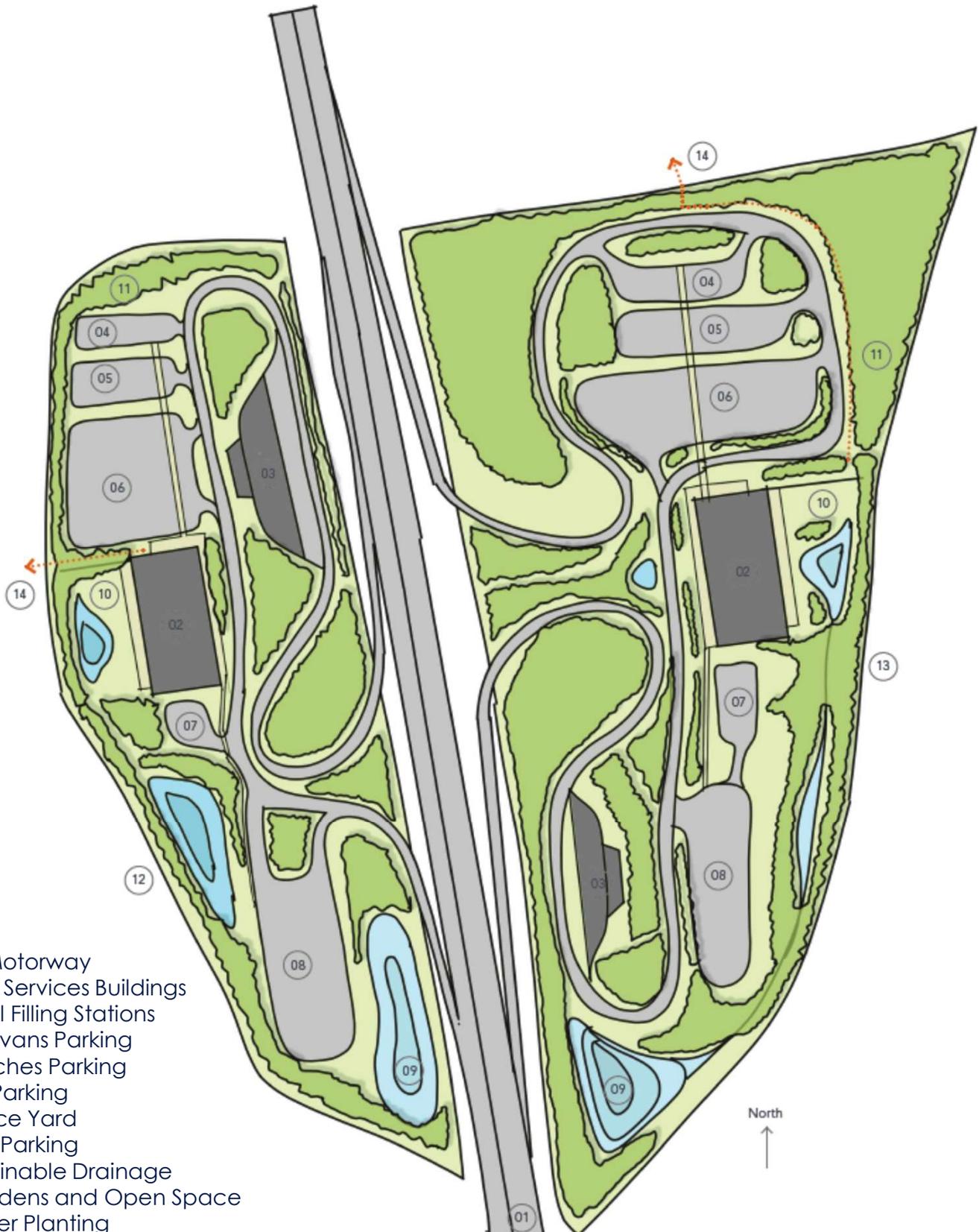
Areas of open space could be available for stopping motorists and pedestrians/cyclists, delivering picnic

areas and recreational space.

There is also an opportunity to enhance the biodiversity value of the Park itself, within both the service station area and on land in the wider vicinity to deliver biodiversity enhancement – for example, the river restoration project identified in the draft Clyst Valley Masterplan.

East Devon have previously referenced the potential for co-location of an education/visitor centre; and this could also be explored further in this setting.

Illustrative Layout



- 1. M5 Motorway
- 2. Main Services Buildings
- 3. Petrol Filling Stations
- 4. Caravans Parking
- 5. Coaches Parking
- 6. Car Parking
- 7. Service Yard
- 8. HGV Parking
- 9. Sustainable Drainage
- 10. Gardens and Open Space
- 11. Buffer Planting
- 12. Visual Buffer to Poltimore House
- 13. Biological Enhancement Opportunity (adjacent land)
- 14. Sustainable Travel Connections to surrounding villages, and link to the Clyst Valley Trail



Greendale
GROUP

 Stantec

Glenn Howells
Architects

savills